FRANCE AT THE FAIR.

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THE DISPLAY OF LOCOMOTIVES AND CARS

GOWNS WOMEN DREAM OVER-ELECTRICAL DEVICES THE AGRICULTURAL EXHIBIT

Chicago, Ill., July 19.-In allotting space in the French section of the Manufactures Building to the different exhibitors the commissioners wisely arranged for the rich displays of upholstery and bes along the front of the two sides of the court. lesides effecting a valuable utilization of space in this way, the exterior view was rendered espefore concentrated in one locality, and that just within the several entrances. Under the general head of "Clothing, Costumes and Accessories of the Toilet" there are 102 classified exhibits. the line of robes and mantles Sara Mayer and A. Morhange furnish a fine display. The Morin-Blossier pavilion is also particularly attractive reason of the fact that the collection embraces any reproductions of costumes of the older times. In this pavilion, too, is a copy of a dress worn by Mme. Patti-Nicolini. The famous house of Worth is not represented. Some surprise has en expressed that Manby, the Parisian tailor, whose specialty is women's robes, and who has this country, does not appear among the exhibitors, and there have been many inquiries as to the cause Explanations are made to the effect that Mr. Manby is at present enlarging his store. and the emergencies of his business in this connection rendered it impossible for him to take part in the Exhibition. He is harrying forward improvements in order to be able to respond to the orders of his American customers the coming autumn.

The display of kid gloves is, of course, superlative in its degree of excellence. There is uch, also, in the way of laces, straw goods, embroideries, feathers, flowers and furs. In the department for costumes two pretty scenes are set with lay figures, one representing a bridal part; and another a family group on a lawn. The immediate locality of these pictures is darkened and the scenes are illuminated by electric lights. The execution is quite realistic in its effect. The pictures are attractive spots for women and children moving along in the throngs of the

It would be useless to ottempt any description in detail of the Lyons silk department. This display, as stated in a previous letter, is pronounced by the commissioners the richest and most elaborate ever made at any exhibition. The apartment is on the second floor, immediately at head of the stairway, and the cases containing the silks of various colors and degrees of value are arranged so tastefully, and the furnishings and upholstery are so superb, under the soft light of the muslin ceiling, that all the comforts of a drawing-room are afforded; and it is that the weary traveller finds rest and reose of a kind which is not provided by any other court in the Exhibition inclosure. While the French display in the Manufacture

Building affords the greatest variety and is most interesting, the visitor to the Transportation Building will not fail to note the presence of in that department. The railway see tion is in charge of M. Demoulin, civil engineer. The exhibits include four locomotives, a car for suburban lines, a model of the St. Lazare Station in Paris and a number of drawings of rolling stock and fixed plants belonging to different railroad companies. Of the four locomotives, two are exhibited by the Franco-Belge Company, an important firm owning extensive works in the orth of France-one by the State railways and one by the Northern Railway of France. The first two locomotives are the property of the Westrn Railway of France and the Paris and Orleans Railway, respectively, and both are used for local traffic. The other two locomotives are for hauling express trains, and their driving-wheels are about largest that have ever been manufactured, being nearly seven feet in diameter. None of to being placed upon exhibition; they all simply types, and have already been in service in France try, and the methods of operation than could be as part of the equipment of the corporations own- supplied by any written description. There is different in many respects from the American lo- and those interested in this industry as applied comotive. Each is fitted with steel plate frames, to our own soil can learn a great deal by a study wrought iron wheels, brass tubes and copper fire- of that which is presented by the French com-Two of them have inside cylinders, while what is known as the Nord engine-a compoundhas both inside and outside cylinders. Two are tank engines, with the tanks placed laterally above the wheels. Only the Nord engine is fitted with bogie or pony trucks. The working parts are, as a rule, lighter than those of American locomotives of equal power. Two have outside eccentrics and links, and one of them is fitted with a detachable valve gear of a new design.

with a detachable valve gear of a new design.

A French car builder, M. Carel, exhibits a railway coach which is of a special type hitherto unknown in this country. This type of car has been used many years on the Western railway of France on its busy local lines, and has meanwhile undergone considerable improvement in details of construction. The car is said to be especially adapted to the handling of heavy passenger traffic. Of course, these particular cars are used only for short trips; those on the main line are more spacious and designed to afford greater comfort to passengers on long journeys. The second-class cars of this pattern weigh only nine gross tons each and can seat seventy-five passengers. This is equivalent to a dead weight of only 250 pounds for each passenger seated.

freight cars two stories above the track level, and also to elevate luggage to upper platforms. This exhibit includes also oil paintings representing attractive scenes traversed by the rai road, together with many drawings and water colors illustrating the advances made in the construction of engines since the earliest operation of the line. Commandt. Hamilton and Indianapolis Railroad. The Northern Railroad Company presents many addition to the compound becometive referred to freight cars. The Southern Railway of France, which through the Paris and Orleans Railway connects the French capital with the Pyrennes and traverses some of the most beautiful natural

the American engineer can form a tolerably correct idea of the system of railway operation in France.

The Paris, Lyons and Mediterranean Railroad give grawings of new standard compound locomo tives, both for express and freight service. These engines have four cylinders, two inside and two outside. The exhibit of wrought-iron wheels for railway cars manufactured by M. Arbel will be interesting to all locomotive engineers and prac-tical railway men. Cast-iron wheels, as is generally known, are not used in Europe for locomotives. The display of M. Arbel includes a number of both locomotive and car wheels of wrought iron, which have been in service on different French railways for a long time. It is said that M. Arbel is the patentee of a special process for manufacturing this class of wheels at a lo

hibit of France is a working model of an electrical device which enables a train dispatcher t be informed all the time of the relative position of the trains under his control, their location be

A Paris engineer, M. Digeon, exhibits drawings and photographs of gauges and other apparatus of high decision for the determination of accuracy close inspection, but space will not admit of de details of constructive work in this relation, will find here a splendid field for study, France also presents the most elaborate display

not in number, exhibits in the same class by the

United States, which appears to be the principal competitor. The tallyho coaches, or mail coaches, as they are styled abroad, are of splendid finish ly built, though capable of bearing much weight Only a few weeks ago it was feared that the be meagre, notwithstanding the fact that an extraordinary amount of floor space was applied For some time about the only exhibit was one of lenses for Government lighthouses; but within a short time France has come forward with about the finest display, in point of variety of electrical appliances, which the Exhibition affords. This section alone is worthy of detailed descriphaps France will come out of the Exhibition as the chief competitor with the United States in this branch of mechanism, if she does not really over top us in many important discoveries. the lighthouse lenses is found that which was Paris Exposition in 1889, and which is the largest in the world. While these lenses are adapted for use in connection with electric lighting where that power is available, they are potent in their service to mankind with no other flame behind them than that which is supplied by a simple oil lamp, a specimen of which is shown to visitor.

The exhibit of French musical instruments is also to be found in the gallery of the Electrical Building.

The agricultural display of France is surprisingly attractive, especially because of the varieties of the products of agriculture which are brought together from a land which is not conspicuous for this branch of industry, except in a sort of pastoral way. The pavilion occupies considerable space, and is finished, both outside and inside, with the same perfect taste in detail which is manifest in the Manufactures Building. Stalks of grain of various kinds, gathered in liffle bunche sheaves, are tacked against the interior walls of the pavilion on all sides. This array is interspersed with specimens of the dried grasses of France. The kernels of the grain stalk and the seeds of the grass are gathered in little bags in the top of which are placed glass faces-a nove method of presenting them to view in compact form. The vegetables are reproduced in from originals of perfect growth, and arranged imitation is so complete as to require the locomotives was constructed with a view culture in France. The pictures of themselves are almost panoramic in their character, and afford standard patterns of their respective a clearer insight into the topography of the counthem. In their construction the engines are much literature on the subject of beet culture

missioners.

The horticultural display is liberal and consists largely of different specimens of wine and liquor products. The excellence of France in this department of industry is so widely recognized that it is not necessary to seem to discriminate by adverting to the special exhibits of any particular establishment. To the floriculture section there is a large contribution of roses, both through cutting and plants, as well as through literature on the subject. A number of garden tools are also introduced.

In the Mines and Mining Building France.

tons each and can seat seventy-five passengers. This is equivalent to a dead weight of only 250 pounds for each passenger seated.

The Western Railroad of France also contributes some charming models, one being that of the St. Lazare Station in Paris. This station was recently rebuilt and occupies a location in the very heart of Paris and in the vicinity of the most fashionable streets and boulevards. It includes a large and luxurious hotel directly connected with the platforms. This station has twenty-eight tracks, all for passenger trains, and on busy days the schedules provide for the cutrance and clearance of seven hundred trains daily. It is said that 20,000.000 passengers arrive and depart at this station annually. The Western Railroad of France is, of course, well known to all Americans who have visited that country. Some of its trains run in connection with the steamers of the French Line between Hayre and New-York; others connect Paris with Versailes, St. Cleud, Rambouillet and also with most of the picturesus of the rence the disposition of tracks, signals, buildings and other sampliances.

The same company exhibits a full-sized model of the achine of its trains. The pumps are located about two miles from the terminus, and compressed water is employed to turn and switch the engines, to hoist loaded freight cars two stories above the track leavel, and also to elevate luggage to apper platforms.

ARRESTED FOR AN OLD CRIME.

ARRESTED FOR AN OLD CRIME.

Chleago, July 29 (special).- Twenty years after the Morton A. Rold was arrested this morning character with forging and counterfeiting a \$1,000 bond of the The Northern Railroad Company presents many A. Brewer was also arrested, charged with being im drawings of rolling stock and fixed plant; and in plicated in the deaf. Twenty years ago the Cinchnati, Hamilton and Indianapolis Railroad is ned a shows an electric capstan used for the shifting of series of \$1,000 bonds, payable in 1803 with intereshalf-yeariy at 7 per cent a year. One of these bonds was found to be missing and every effort was made to find it, but without success. Another bond was Issued in its stead. Two years ago a coupon which had been redeemed by New-York bankers was sent seenery in the world, has also supplied many inthese coupons drifted into the offices of the road from different parts of the country. The matter was put in the hands of the police and the arrests made to-day, as noted above. Reed this morning confessed to the police that he stole the hand twenty years ago. He was in the employ of the firm that printed them, and while finishing the back put one in his pocket. It was completed save for the signature on the bond itself, and the number on the interest coupons. These had been added by Reed.

TRADE AND FINANCE ABROAD

The example given by the Anglo-Indian Governnent is about to be followed in the countries of Indo-China. According to the correspondents there of some usually well-informed European newspapers, the free coinage of silver is to be suspended in Indoo-China, which trades especially with China proper. The export commerce of the former country amounts to about \$20.00,000, three-fourths of which are represented by Chinese purchases, which are always paid up in silver.

The question of establishing the "talon de oro," the gold standard, has been recently discussed in the Republic of Ecuador. Several members of the commercial community in Guayaquil have signed a petition to that effect to the Go They said that the requested modification in the monetary condition of the country would not cause great sacrifice, thanks to the foresight of the Goyernment which had eliminated some time ago all foreign silver coin from the circulation, and also because Ecuadorian mines produce gold and no silver. Still, the directors of the Bank of Ecuador maintained that a too sudden change would prove njurious to the country on account of the disample of Salvador, which after having decreed the adoption of the "talon de oro," or gold standard, found that the putting of the decree into practice was an impossibility. They propose in Ecuador to arrive gradually at the gold standard, and to begin by compelling the payment in gold of the duties on cocoa, which is itself sold in gold to European purchasers, and the same custom house measures would be extended little by little to the payment of export duties for other Ecuadorian products.

with the disappointment just experienced by their French brethren in the art of cycling. The Paris hamber, on the day it closed the discussion of the Budget of 1894, refused by 357 votes against 105 to entertain the proposition made by a Deputy of the Seine-et-Oise Department to the effect that the existing "impot," tax upon velocipedes, should be repealed.

The financial freedom of the press has won in France a victory the moral benefits of which will not be lost to other countries. Soon after the breaking out of the Panama scandals a Deputy, M. Boissy-d'Anglas, presented in the Chamber a bill adoption of which would have prevented practically the newspapers from ever publishing a line referring to finances in their editorials and news ness manager or editor of a periodical who would have printed, for payment, outside of the regular advertising page, uncertified information with a view of leading people to invest money in under takings, should be considered as an accomplice in takings, should be considered as an accomplication swindling manoeuvres and punished accordingly. The Council of State decided that the proposition was in conflict with the articles of the Penal Code, which provided punishment for such baseless publications, and already treated them as commonlaw crimes, the repression of which did not need the enactment of a new and special law.

ist of products exported from the Argentine Rebranches has been shipped from the province of ordoba to Marseilles, where the product is sold usually for from 50 cents to \$1.40 a kilogram, according to the quality. The Argentine gum was sought at 20 cents a kilogram, and if this ship-ment is successful others will be made.

a Paris a "French Committee for the Improve Chamber, and the members of the Executive Com-mitee for the present year were elected as follows: Chotteau, lawyer and publicist, and a member of the London Cobden Club: secretary, M. Victor Boutmy, proprietor. An appeal to Americans was voted. The headquarters of the committee are at No. c Rue d'Uzes, M. de Bruycker, secretary of the Belgian Chamber of Commerce in Paris, attended

that port. Two passengers had died during the buried at sea and the yessel thoroughly luring its stay in quarantine at Fort de ficient by the Venezuelan authorities, which, at Puerte Cabello, only authorized the disembarkation of forty-nine Venezuelan passengers, but excluded the 156 French passengers, even after a fortnight

A REGISTELED MAIL POUCH MISSING.

Salt Lake City, Utah, July 20.-A registered mail pouch containing \$50,000 in securities left the salt. Lake postoffice, castbound, on July 8, and has not since been heard from, except that the postmaster In this city has a receipt for it upon its arrival at Postoffice detectives and inspectors have been dispatched to different points along the mall route on the Union Pacific in Wyoming to recover the missing pouch.

SENATOR HILL ON " PERSONAL LIBERTY "

Rome, N. Y., July 29.-At the picule of the Hop crowers' Association at Sylvan Beach to-day Senator David B. Hill made an eloquent address, his subject

poses it. There are those whose views are so extreme that they would oppose the all fire of hope because such production facilitates the manufacture of beer. They seem deaf to the fact that hope are used for other purposes an honorable occupation and a vast industry. It may be suggested that, to be consistent in their inconsistency, they should go further and insist upon some restrictions on the raising or sale of recomberned they constitute some of the ingredients which enter into the man's labor is his own, and that he can so with it as he or else the parties are not upon an equality before law. The wares of labor, as a reteral role, should be need by statute, but should be left free to be determ he negotiation or market rates.

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Vestibule Stevenson Total p. m. Sundays.—Pullman Vestibule Stevenson Cars to Cheminasi and St. Louis, Dining Car Albona to Schmond. Arrives Columbus 2.25 p. m. Cheminasi 3-30 p. m., and St. Louis 7.00 6. m. second morning SOUTH-WESTERN EXPRESS.

PACIFIC EXPRESS. Chicago, arrives daily things 7:30 a.m. (second morning), Toledo 11:20 p.m., Columbus 7:15 p.m., and Claysland workshape 0:10.

and Chartand week-days a 10 p m. Columbus 7:15 p. m.,
SHENANDOAH VALLEY UPITE for points on Norf.
4 West, and Fast Tean. Va. C Go. Eds., 5.00 P. M.,
dally, with Siesper to New-Orleans, and 12:15 night

FOR BALTIMORE, WASHINGTON AND TO THE SOUTH.

Vestibule Poliman Parlor Cars, Passenger Couches, Din-

FOR PHILADELPHIA.

CENTRAL RAILROAD OF NEW-JERSEY

Anthracite Coal used exclusively, insuring Cleanliness

Four Tracks. Protected by Automatic Block Signa

Four Tracks, Protected by Automatic Block Signa System. Trains leave Station foot of Liberty St.

Time Table in effect June 25, 1893.

For Reading at 4 99, 8 90, 8 45 A. M., 1 90, 1 30, 2 15 4 90, 5 90, 5 45, 7 30 P. M., 12 15 might, except Saturday night. Sundays, 11 30 A. M., 1 90, 3 30, 5 90, 5 39, 6 90 P. M., 12 15 might.

For Herisburg at 4 90, 8 90, 8 44.

2 15 4 300, 5 00, 5 45, 7 30 P. M., 12 15 aight, except Saturday night. Sundays, 11 30 A. M., 1 00, 5 30, 5 00, 5 30, 6 00 P. M., 12 15 night.

For Harrisburg at 4 00, 8 00, 8 45 A. M., 1 100, 1 30, 4 00, 5 00, 5 45 P. M., 12 15 night, except Saturday night.

Sundays, 11 30 A. M., 1 00, 3 00, 5 30 P. M., 12 15 night.

ALL RAIL ROUTE

FOR LONG BRANCH, OCEAN GROVE, ETC.

FOR LONG BRANCH, OCEAN GROVE, ETC.
For Red Bank, Long Branch and points south to Point
Pleasant, 4:30, 5:40 to Red Branch and points south to Point
Pleasant, 4:30, 5:40 to Red Bank, 8:15, 10:30, 11:30
A. M. (1:20 Saturdays only), 1:30, 2:15, 3:30, 4:20,
4:30, 5:30, 6:15, P. M. Sundays, except Orean Grove
and Assury Park, 9:15, 11:30 A. M. 4:00 P. M.
For Lakewood, Tanis River, Barnegar Park and Barnegat, 4:30, 8:15, 3, M. 1:30, 4:30 P. M.
For Beach Haven, Atlantic City, Vinciand and Bridgeton, 4:30 A. M. 1:30 P. M.
For Memmouth Beach, Scabright and Highland Beach,
6:30, 8:15, 11:30 A. M. 1:20, 4:30, 6:15, P. M.

SANDY HOOK ROUTE

FOR LONG BRANCII, OCEAN GROVE, ETC.
FROM PIER 8, N. R., FOOT RECTOR-ST.
For Atlantic Brichlands, Highland Boach, Normandie,
Seatright, Monmouth Beach and Long Branch, at 4:30,
6:00, 11:00 A. M., 1:00, 3:45, 4:30, 5:30 P. M. Sundays, 9:30 A. M., 1:00 P. M.
For Elberon, Ocean Gr. vc. Asbury Park and Points
Pleasant, 11:00 A. M., 1:00, 3:45, 4:30, 5:30 P. M.
For Lakewood, Toms River and Barnegat, 4:30 A. M.,
1:00, 3:45 P. M.

WEST SHORE RAILROAD.

EXCURSION TICKETS TO WORLD'S FAIR OOD TEN DAYS, \$12.00.
ALSO ROUND TRIP TICKETS, GOOD UNTIL

Bailroads. "AMERICA'S GREATEST RAILROAD." NEWYORK

DIRECT LINE TO NIAGARA FALLS.

For through passengers only. 100 P. M. Daily: due Chicago 10 A. M. next day Complete Wagner Vestibuled Service. 3:00 P. M.—Dality due Chicago 10 A. M. next day.
Complete Wagner Vestibuled Service.
3:30 P. M.—ALBANY, ROY AND SARATOM SIEGIAL—Connects for Catskill Mountain polots.
4:30 P. M.—NORTH SHORE VISSITHULE LIMITED.
Bue at Chicago 4:30 J. M. Rent day.
9:00 P. M.—SARI WESTERN EXPRESS—Due Chicago
9:00 P. M.; St. Lone, 7:15 A. M. Rent day.
6:25 P. M.—NORTH SHORE VISSITHULE LIMITED.
6:25 P. M.—NORTH SHORE VISSITHULE LIMITED.
7:00 P. M.; St. Lone, 7:15 A. M. Rent day.
7:100 P. M.—ADIRONDAY KAN HEAVERS—Due Burlington,
4:35; Plateborg 4:25; Montreal, 6:35 Purington,
7:30 P. M.—ADIRONDAY KAN M. MONTREAL, PX.
PRISSS—Daily. For Saranae Lake, Lake Placid, Paul
Smith's, Maloon, Montoni, M. M. M. M. MONTREAL, PX.
7:36 P. M.—CHICAGO, A. M.; Clayton, 5:45 A. M.
Sugor 5: A. M.; Clayton, 5:45 A. M.
Sugor 7: M.—CHICAGO, M. M.; Clayton, 5:45 A. M.
Sugor 8: M.—CHICAGO, M. M. M.
S. Lous, 7:45 A. M. Wagner service,
and Caper Vinconi (1:60) N/HT EXPIRESS—For Chicago
and Caper Vinconi (1:60) N/HT Expiress
A. M. S. D. D. M. A. M. S. D. P. M.;
BERRSHITE EXPIRESS—For Chicago
and Saturday
and (3:60) P. M. A. A. S. S. D. D. M.;
BERRSHITE EXPIRESS—For Chicago
and Caper Vinconi (1:60) N/HT Expiress
Fullouses, A. M. M. S. S. D. D. M.;
For the of local trains the chicago and saturday
and (3:60) P. M. A. A. S. S. D. D. S. S. West Expires

- Duily, except Soudey, Ot

Lake, the Adrondacks, arriving at season time and first at Plattsburgh.

"D. & H." Ticket Office and Bureau of Information,

"D. & H." Ticket Office and Bureau of Information,

Send 6 cents stemps for illustrated guide, maps, etc.,

of Northern summer resorts to

J. W. RUPDICK, G. P. A.,

ALBANY, N. Y.

N. Y., ONTARIO & WESTERN R. R. Excursion Tickets, New-York to Chicago and Re-

3.26 P. M. Congressional Limited " cally, Vestiblic Politican Pariotics and Dining Car, arriving Additional Express Trains; 5.20, 8.00, 8.30, 9.30 and 11.00 A. Express Trains; 5.20, 8.00, 8.30, 9.30 and 11.00 A. Song, 11.00 and 9.00 P. M. and 12.15 night, Sinday, 11.5, 8.30 and 9.30 A. M. 4.30, 5.00 and 9.00 P. M. and 12.15 night, Washington only, 4.30 P. M. cally no Goaches (19.30 A. M. Admite a st. Line Express, daily, Sicepters to tharieston, Columbia, Jacksonville, and Port Tamps; 9.00 P. M. daily, Sicepters to Jacksonville, and Port Tamps; 9.00 P. M. daily, Sicepters to Jacksonville, and Port Tamps; 9.00 P. M. daily, Sicepters to Jacksonville, and Port Tamps; 9.00 P. M. daily, Sicepters to Jacksonville, and Port Tamps; 9.00 P. M. Daily for all points on Chesapake & Ohio Raivay, Through Stepters and Doing (ars. FOE 0.15 POINT (OMPORT and NORFOLK, via Cape Charles Houte, 8.00 a. m. week-days, with Through Buffet Parlor Caps and Day Coaches, FOE CAPE MAY, 1.00 p. m. week-days, with Through Buffet Parlor Caps and Day Coaches, FOE CAPE MAY, 1.00 p. m. week-days.
FOE CAPE MAY, 1.00 p. m. m. 12-110 (1.20 Saturday only, 2.30 3.10, 3.40, 4.20, 5.10, and 7.00 p. m. week-days.
FOE CAPE MAY, 2.00 s.00 8.30, 9.00 p. 00 300 (10.00 Washfoot of West 12d-st. as follows, 15 minutes earlier from Franklinst.:

3:45 A. M. daily, via Niagara Falls. Through Pullmas sleepers New-York to Chicago. Arrives Detroit 1:46 p. m. Chicago 8:30 p. m. St. Louis 7:45 a. m. 7:45 P. M. daily, via Niagara Falls. Reclining chair car (seats free New-York to Niagara Falls. Through Pullman sleepers New-York to Chicago. Arrives Detroit 9:40 p. m. Chicago 7:32 a. m. St. Louis 8:30 p. m. St. A. M. except Sunday for West Cornwall, Orra Nilis. Campbell Hall, Lake Mohont, Lake Minnewasa and Walkill Valley Railroduck stations, Stony Ford, Middle town, Bloomingburg, Wurt-boro. Summitville, Ellenville, Pallsburg, Montaccido and Liberty.

3:45 A. M. daily for Middletown, Fullsburg, Montaccido and Liberty.

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3:45 A. M. daily for Middletown, Fullsburg, Montaccido and Liberty.

3:45 A. M. daily for Middletown, Fullsburg, Montaccido and Liberty. 1:45 P. M. (saturdays only), for Campbell Hall, Midde own Bloominstberg, Summitville, Elie ville, reinsburg, Montteello, Liberty, White Lake, Livingston Manor, Sil5 P. M. except Sunday, Vestbuded Limited for Lake Mohonk, Lake Minnewaska, and Middellill Valley Railroad stations, Campbell Hall, Middletown, Mountain Daie, Centreville, Fallsburg, Monticello, Hurieyvilla, Liberty Falls, Liberty, Park-ville, and Livingston Manor, 4:30 P. M. (except Sunday) for West Cornwall, Orris Mills, Campbell Hall, Middletown, Summitville, Elleville, and all intermediate points. 7:45 P. M. (daily), Middletown, Summitville, Fallsburg, Liberty, Livingston Manor, Rockland, Walton, Silvey, Norwich, Oneida, Fullon, Oswego, Niaczar Falls. Tickets and Pullman accommodations at 371 Broadway, New-York Transfer Company calls for and checks beggate to destinations.

J. C. Andersson, G. P. A. Express: 6.20 FOR PHILADELPHIA.

Express: 6.20 F. 20, 8.90, 8.30, 9.00, 9.30 (10.00 Washington Limited, with Dining Carr, and 11 z. m. (12.90 noor Penn's Limited, with Dining Carr, 12.20, 1.00, 2.10, 3.90, 3.30, 4.00, 4.30, 5.00, 5.00, 5.30, 7.50, 8.00, and 9.00 p. m. and 12.15 night. Sundays, Express, 6.15, 8.30, 2.00, 9.30, 10.00, a.m. (12.00 noon Limited), 2.00, 4.30, 5.00, 6.30, 7.45, 8.00, 9.00 p. m. and 12.15 night. Sundays, Express, 6.15, 8.30, 2.00, 9.30, 10.00, a.m. (12.00 noon Limited), 2.00, 4.30, 5.00, 6.30, 7.45, 8.00, 9.00 p. m. and 12.15 night.

Tiendet diffices: Nos. 433, 941, 1199, 1328, 118 and 201 Hrandway; 1 Aster House, 134 East 125th Street, 244 West 125th Street, 251 Columbus Avenue, 737 Sixth Avenue, and foot of Destrosses and Cortilant Streets; 4 Court Street, 80 Turbon Street, 98 Bradway and Brooking Annual Street, 150 Street, 98 Bradway and Brooking Annual Street, 150 Street, 15

J. C. ANDERSON, G. P. A., 56 Beaver St., New-York.

Delaware, Lackawanna and Western R. R.

SHORTEST LINE, VESTIBULED TRAINS, PULLMAN COACHES.

rect route to No. 100 DEPORTUDE NONT. CLAIR, THE ORANGES, Summit, Hernardsville, Bash CLAIR, THE ORANGES, Summit, Bernardsville, Basking Ridge, Midlson, Moff some, Passale Fotosch, Bootton, Dover, Sambope, BUDD'S LAKE, LAKE HOPARCOSC, Hacastesoan, S. HOOLEY'S MOUNTAIN, Washington, PHILLIPSBURG, FASTON, WAIER GAP, STROUDSBURG, Forem Mountains, Schanton, PHITSFON WILKESBARRE, NANTHORE, DANVILLE, NORTHI MERKHAND, Montrose, BINGHAMON, OAFSID, NORWICH, Wastersky, LYICA, RIMFIFIZED SPRINGS, Cortial & SYRACUSE, OSWEGO, ITHALA, OWEGO, ELMIRA, CORAINO, BATH, DANSVILLE, ROFALO, and all point WEST, NORTHWEST, AND SOUTHWEST, STRINGS and OSWEGO, ELMIRAS, CHARLESS, PHIMBAS PAROSCA, STRINGS, and CREATER STRINGS, Connects at Bullalo with train for Chicago, 22thing 21th a. M. BINGHAMON MAIL. Steps at principal scatters. 7:10 A. M.-BINGHAMTON MAIL. Stops at principal stations of the control of the con

RAILPOAD SYSTEM Anthracite Coal-To Smoke-No Cinders

Time Table in effect May 14, 1893.

LEHICH VALLEY DIVISION.

eeping Cars.
FOR WILKESBARRE, PITTSTON AND SCRANTON 15, 11:30 a. 5, 12:30, 6:00 p. m. Sundays, except ranton, 8:15 t), 30 a. m.; 6:00, 8:00 p. m.
FOR POTTS VILLE 8:15 a. m., 12:30, 3:45 p. m.; Sundays, 10:30 a. m., POR READING AND HARRISHURG S.15, 11:30 EOR READING AND HARRISHURG S.15, 11:30 a. m., 12:30 a.13, 6:00 p. m. Sundays 6:00 p. m. FOR EASTON RETHLEHEM, ALLENTOWN AND MAUCH CHUNK, 7:00, 8:15, 11:30 a. m., 12:30, 3:45, 5:15, 6:00, 8:00 p. m. Sundays, 7:00, 8:15, 10:30, 11:30 a. m.; 6:00, 8:00 p. m.

ALSO ROUND TRIP TICKETS, GOOD UNTIL
ALSO ROUND TRIP TICKETS, GOOD UNTIL
NOVEMBER 157H, \$28.00.

Trains lowe West 424-st. Station, New-York, as follows, and 15 industs earlier from foot Frankin-st.:
3330 A. M.—Daily focal to Susp. Bridge and Catskill
Mountains, except Sundays west of Coeymans Jet.
Siegibing car New-York to Biomorville Sundays only.
Can be occupied 3 p. m.
7339 A. M.—Daily focal to Albany for Catskill Mountains, and Saratoga. Parlor car to Albany Sundays only.
10:10 A. M.—Daily of Albany. Utlea, Syracuse, Rechecter, Buffalo, Niauara Falls, Detroit, Chicago; except Sunday to Toronto.
Alliof A. M.—Daily except Sunday to Bloomville and Catskill Mountains, New-Paitz, Lakes Mohonk and Minnewaska, Albany. Saratoga and Lalwell.
115 S. M.—Daily except Sunday to Catskill Mountains. New-Paitz, Lakes Mohonk and Minnewaska, Albany. Saratoga, Ladwell, Lake George.
128:45 P. M.—Surribays only. Half Holiday Special to Catskill Mountains.
129: M.—Daily except Sunday to Catskill Mountains. New-Paitz, Lakes Mohonk and Minnewaska, Albany. Saratoga, Ladwell, Lake George.
128:45 P. M.—Daily except Sunday to Catskill Mountains. New-Paitz, Lakes Mohonk and Minnewaska, Albany. Saratoga, Ladwell, Lake George.
129: M.—Daily except Sunday for Albany.
120: Mault CH CHUNK, 7:00, 8:15, 11:20 n. m.; 1:20, 0. 8:10, 11:20 n. m.; 1:20, 0. 8:10, 11:20 n. m.; 1:20, 0. 8:10, 11:20 n. m.; 1:20, 1:2

Through trains for Chicago, and the West, leave New York, foot of Chambers-t., daily, as follows, and minutes earlier from West 23d-s.;

8:45 A.M.-Southern Ther Express for Binghamba, Car daily except Sunday to Monticelle, United Williams, Pariot Car daily except Sunday to Monticelle, 10:00 A.M.-Solid train to Chicago, Purliman Sieper, York to Buffalle and Niagara Falls. Builing car.

5:00 P.M.-Vestibule Ladaited. Solid train for Chicago via Chautauqua Lake. Siepers to Chicago, the Veland and Chicago I Dining car.

6:30 P.M.-Solid train to Chicago, via Niagara Falls. Seepers to Buffalle. Rochester and Chicago. Siepers to Chicago, Chicago and Chicago. Siepers to Horiging che, Chicago and Chicago. Siepers to Horiging che, Chicago and Chicago, 23d P.M.-Via Chautauqua Lake and Niagara Falls. Siep. Chicago and Chicago. Siepers to Horiging che, Chicago and Chicago. Siepers to Horiging che, Chicago and Chicago. 23d P.M.-Via Chautauqua Lake and Pilliman Lacenomodations at 29d 29d 40d, 849 and 937 Broaday, 106 West-St., 146 East 125t-st. Chambers and West 20d st. ferries, New York 233 Pulson-st. Recoking 200 Hudson-st., Hoboken, and Jersey City Station. Eris Transfer Company calls for and checks baggago from hotels and residences to destination. St.15 P. M.
Buffale, Niagara Falls, Toronto, Detroit, Cleveland and Chicago.
A B C.-Leaves Brooklyn by Annes, A10:00, B11:00, C3:00 p. m. Jersey City, P. R. R. Stallon, A10:40, B11:20 a m., C3:28 p. m.

Haverstray Locals—7:00 a. m., 2:45, 5:35, 7:43 p. m.

Newborg Locals—8:25, 7:01:0 a. m., *1:15, 4:30, 6:15, 9:20, *11:45 p. m. *Daffy,
Wagner sleeping cars for Albany, Utlea, Syracuse Rochester, Buffalo Niagara Falls, Toronto, Detroit, Clevelaid and Chicago on all Brough trains.

For tickets, time-tables, parlor and sleeping-cit accommodations or information, apply offices Brooklyn, 333
Washingtonest, 726 Fultonest, Anney office, foot Fultonest, New-York City, 113, 29, 303, 785 and 92, brand-way, 143 Rewery, 31 Fost 14th-st., 53 West, 12oth-st., and at stations.

General Passenger Agent,

General Passenger Agent,

5 Vanderbilt-ave, New-York N EW-YORK AND LONG BRANCH RAIL-

Summer Schedule in effect June 25th, 1893.

FOR RFD BANK, LONG BRANCH ELBERON, OCEAN OROUGH SHORE AND HALL BRANCH ELBERON, OCEAN OROUGH SHORE AND POINT PLEASANT.

Trains leave Station Foot of Liberty-st. 4:30-5:50 to Red Banki, 8:15, 10:30, 2:11:30 a.m. (1:20 Sat ridge only), 1:30, 2:15, 2:330, 4:00, 4:330, 5:30, 6:15 p.m. Sundays 9:15, 11:30 a.m., 4:00 p.m. Trains leave Station Foot of Cortiand and Desbrosers sts. at 3:30, 7:30, 9:10, 2:10:00 a.m., 1:2:10 (1:20 Saturdays only), 2:30, 3:10 (13:30 a.m., 1:2:10 (1:20 Saturdays only), 2:30, 3:30 p.m., 12:13 night. For URINNATI, ST. LOUIS, 9 a.m., 6 p.m., 12:13 night. For URINNATI, ST. LOUIS, 9 a.m., 6 p.m., 12:13 night. For URINNATI, ST. LOUIS, 9 a.m., 6 p.m., 12:13 night. For URINNATI, ST. LOUIS, 9 a.m., 6 p.m., 12:13 night. For URINNATI, ST. LOUIS, 9 a.m., 6 p.m., 12:13 night. For URINNATI, ST. LOUIS, 9 a.m., 6 p.m., 12:13 night. For URINNATI, ST. LOUIS, 9 a.m., 6 p.m., 12:13 night. For URINNATI, ST. LOUIS, 9 a.m., 6 p.m., 12:13 night. For URINNATI, ST. LOUIS, 9 a.m., 6 p.m., 12:13 night. For URINNATI, ST. LOUIS, 9 a.m., 6 p.m., 12:13 night. For URINNATI, ST. LOUIS, 9 a.m., 6 p.m., 12:13 night. St. Louis for URINNATI, ST. LOUIS, 9 a.m., 6 p.m., 12:13 night. St. Louis for URINNATI, ST. LOUIS, 9 a.m., 6 p.m., 12:13 night. St. Louis for URINNATI, ST. LOUIS, 9 a.m., 6 p.m., 12:13 night. St. Louis for URINNATI, ST. LOUIS, 9 a.m., 6 p.m., 12:13 night. St. Louis for URINNATI, ST. LOUIS, 9 a.m., 6 p.m., 12:13 night. St. Louis for URINNATI, ST. LOUIS, 9 a.m., 6 p.m., 12:13 night. St. Louis for URINNATI, ST. LOUIS, 9 a.m., 6 p.m., 12:13 night. St. Louis for URINNATI, ST. Louis for URINNATI, ST. Louis